

(2) Exhaust gas impingement on surrounding equipment or structure;

(3) Ignition of flammable fluids by the exhaust, if the exhaust is in a compartment containing flammable fluid lines; and

(4) Restrictions in the exhaust system to relieve backfires that, if so restricted, could cause heater failure.

(h) *Heater fuel systems.* Each heater fuel system must meet each powerplant fuel system requirement affecting safe heater operation. Each heater fuel system component within the ventilating airstream must be protected by shrouds so that no leakage from those components can enter the ventilating airstream.

(i) *Drains.* There must be means to safely drain fuel that might accumulate within the combustion chamber or the heater exchanger. In addition—

(1) Each part of any drain that operates at high temperatures must be protected in the same manner as heater exhausts; and

(2) Each drain must be protected from hazardous ice accumulation under any operating condition.

[Amdt. 23-27, 45 FR 70387, Oct. 23, 1980]

§ 23.863 Flammable fluid fire protection.

(a) In each area where flammable fluids or vapors might escape by leakage of a fluid system, there must be means to minimize the probability of ignition of the fluids and vapors, and the resultant hazard if ignition does occur.

(b) Compliance with paragraph (a) of this section must be shown by analysis or tests, and the following factors must be considered:

(1) Possible sources and paths of fluid leakage, and means of detecting leakage.

(2) Flammability characteristics of fluids, including effects of any combustible or absorbing materials.

(3) Possible ignition sources, including electrical faults, overheating of equipment, and malfunctioning of protective devices.

(4) Means available for controlling or extinguishing a fire, such as stopping flow of fluids, shutting down equipment, fireproof containment, or use of extinguishing agents.

(5) Ability of airplane components that are critical to safety of flight to withstand fire and heat.

(c) If action by the flight crew is required to prevent or counteract a fluid fire (e.g. equipment shutdown or actuation of a fire extinguisher), quick acting means must be provided to alert the crew.

(d) Each area where flammable fluids or vapors might escape by leakage of a fluid system must be identified and defined.

[Amdt. 23-23, 43 FR 50593, Oct. 30, 1978]

§ 23.865 Fire protection of flight controls, engine mounts, and other flight structure.

Flight controls, engine mounts, and other flight structure located in designated fire zones, or in adjacent areas that would be subjected to the effects of fire in the designated fire zones, must be constructed of fireproof material or be shielded so that they are capable of withstanding the effects of a fire. Engine vibration isolators must incorporate suitable features to ensure that the engine is retained if the non-fireproof portions of the isolators deteriorate from the effects of a fire.

[Doc. No. 27805, 61 FR 5148, Feb. 9, 1996]

ELECTRICAL BONDING AND LIGHTNING PROTECTION

§ 23.867 Electrical bonding and protection against lightning and static electricity.

(a) The airplane must be protected against catastrophic effects from lightning.

(b) For metallic components, compliance with paragraph (a) of this section may be shown by—

(1) Bonding the components properly to the airframe; or

(2) Designing the components so that a strike will not endanger the airplane.

(c) For nonmetallic components, compliance with paragraph (a) of this section may be shown by—

(1) Designing the components to minimize the effect of a strike; or

(2) Incorporating acceptable means of diverting the resulting electrical current so as not to endanger the airplane.

[Amdt. 23-7, 34 FR 13092, Aug. 13, 1969]

§ 23.871

MISCELLANEOUS

§ 23.871 Leveling means.

There must be means for determining when the airplane is in a level position on the ground.

[Amdt. 23-7, 34 FR 13092, Aug. 13, 1969]

Subpart E—Powerplant

GENERAL

§ 23.901 Installation.

(a) For the purpose of this part, the airplane powerplant installation includes each component that—

(1) Is necessary for propulsion; and

(2) Affects the safety of the major propulsive units.

(b) Each powerplant installation must be constructed and arranged to—

(1) Ensure safe operation to the maximum altitude for which approval is requested.

(2) Be accessible for necessary inspections and maintenance.

(c) Engine cowlings and nacelles must be easily removable or openable by the pilot to provide adequate access to and exposure of the engine compartment for preflight checks.

(d) Each turbine engine installation must be constructed and arranged to—

(1) Result in carcass vibration characteristics that do not exceed those established during the type certification of the engine.

(2) Ensure that the capability of the installed engine to withstand the ingestion of rain, hail, ice, and birds into the engine inlet is not less than the capability established for the engine itself under § 23.903(a)(2).

(e) The installation must comply with—

(1) The instructions provided under the engine type certificate and the propeller type certificate.

(2) The applicable provisions of this subpart.

14 CFR Ch. I (1–12 Edition)

(f) Each auxiliary power unit installation must meet the applicable portions of this part.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-7, 34 FR 13092, Aug. 13, 1969; Amdt. 23-18, 42 FR 15041, Mar. 17, 1977; Amdt. 23-29, 49 FR 6846, Feb. 23, 1984; Amdt. 23-34, 52 FR 1832, Jan. 15, 1987; Amdt. 23-34, 52 FR 34745, Sept. 14, 1987; Amdt. 23-43, 58 FR 18970, Apr. 9, 1993; Amdt. 23-51, 61 FR 5136, Feb. 9, 1996; Amdt. 23-53, 63 FR 14797, Mar. 26, 1998]

§ 23.903 Engines.

(a) *Engine type certificate.* (1) Each engine must have a type certificate and must meet the applicable requirements of part 34 of this chapter.

(2) Each turbine engine and its installation must comply with one of the following:

(i) Sections 33.76, 33.77 and 33.78 of this chapter in effect on December 13, 2000, or as subsequently amended; or

(ii) Sections 33.77 and 33.78 of this chapter in effect on April 30, 1998, or as subsequently amended before December 13, 2000; or

(iii) Section 33.77 of this chapter in effect on October 31, 1974, or as subsequently amended before April 30, 1998, unless that engine's foreign object ingestion service history has resulted in an unsafe condition; or

(iv) Be shown to have a foreign object ingestion service history in similar installation locations which has not resulted in any unsafe condition.

NOTE: § 33.77 of this chapter in effect on October 31, 1974, was published in 14 CFR parts 1 to 59, Revised as of January 1, 1975. See 39 FR 35467, October 1, 1974.

(b) *Turbine engine installations.* For turbine engine installations—

(1) Design precautions must be taken to minimize the hazards to the airplane in the event of an engine rotor failure or of a fire originating inside the engine which burns through the engine case.

(2) The powerplant systems associated with engine control devices, systems, and instrumentation must be designed to give reasonable assurance that those operating limitations that adversely affect turbine rotor structural integrity will not be exceeded in service.